Multilane Highways

A multilane highway consists of four to six lanes with or without a median or two-way left-turn lane (TWLTL). These highways differ from freeways mainly based on access control and signalized intersections. Where freeways allow access only at grade-separated interchanges, multilane highways allow access at driveways and at-grade intersections, some of which are signalized. In the HCM, signalized intersections are spaced no closer than two miles apart on facilities considered to be multilane highways. Routes with signalized intersection spacing closer than one every two miles are treated in the urban streets chapter.

The MOE for a multilane highway is the same as that of a freeway facility, which is density in passenger-cars per mile per lane (pc/mi/ln). In fact, although there are differences in allowable access and the use of signalized intersections, the LOS of the facility is calculated in a similar fashion. Of course, the discrepancies in these two facilities cause a decrease in the capacity of a multilane highway verses a freeway. As with freeways, a graphical representation is a common way of depicting LOS thresholds. This is shown below in Figure 2.

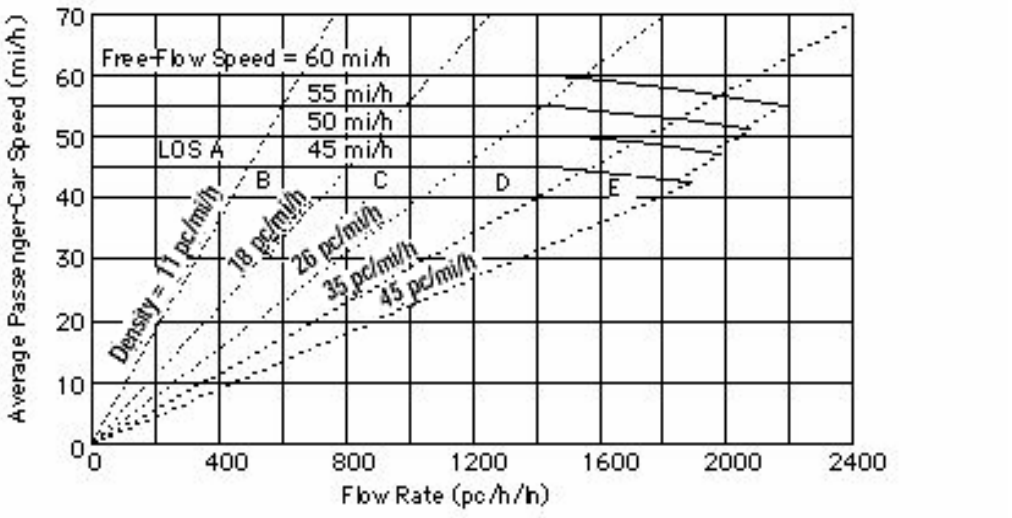

Figure 2. Speed Flow Curves and LOS for Multilane Highways (HCM Exhibit 21-3)